

James McCreery & Co.

23rd Street

34th Street

SILK DEPARTMENTS. In Both Stores.

"McCreery Silks."

Comprising the latest weaves and colors for Autumn wear.

On Monday and Tuesday, September the 27th and 28th.

Sale of Fifteen Thousand yards of Changeable Silks in the new Glace combinations of colors. 75c and 1.00 per yard

DRESS GOODS DEPTS. In Both Stores.

Complete assortment in the latest Autumn Fabrics.

On Monday and Tuesday, September the 27th and 28th.

Sale of Imported Bedford Cord and Shadow stripe Prunella Cloth. All the latest Autumn shades and black and white. 68c per yard value 1.00

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WANTS BOAT LAWS REVISED

CLARKSON FINDS FAULT WITH HARBOR CONDITIONS.

Says Present Force of Inspectors is Inadequate and the Responsibility Divided—Statutes Are Out of Date and Should Be Changed by Congress.

Gen. James S. Clarkson, Surveyor of the Port, dictated the following statement yesterday in connection with the handling of excursion crowds:

"I feel that it is almost a duty on my part to speak a few plain facts concerning the preservation of life afloat in this port. Yesterday there were approximately 250,000 persons on the water, but this number was kept down by the high prices asked by excursion boat owners. People travelling in masses are highly emotional, and at the least suggestion of panic are likely to bring about disaster.

"The point that I wish to emphasize is that the keynote of successful administration of the navigation laws hereabout lies in the anticipation of disaster. What the responsible authorities should consider is the condition of the excursion steamers, that of life preservers, fire hose and related subjects of examination, and, most important of all, that an excursion steamer should never be licensed to carry passengers above its actual and safe capacity, as in my opinion has been done in the case of many excursion craft now plying in this harbor.

"At present there is divided authority in the administration of the laws in question hereabout. Where there is divided authority there is divided responsibility, and where there is divided responsibility there is, sooner or later, demoralization or worse in any branch of government. Not the least feature of this authority, the curse of the Federal service, is that where blame is to be fixed a subordinate official is often left to shoulder the blame, just as often as his superior officers receive the credit that is his due.

"Nominally, the Department of Commerce and Labor is in charge of the inspection in all its aspects at this port, but its force here consists of but about twenty-five men, in charge of two excellent inspectors, who are, however, almost helpless in covering a district of over 225 miles with such an inadequate force. Consequently a great deal of this administration has been intermittently transferred to the Surveyor, defined by the statutes as the outdoor executive officer of the port.

"This transfer has occurred only in times of emergency, as illustrated by the Surveyor's supervision in the harbor during the summers of 1907-08, and again in the present week. The Surveyor, however, never inspects boilers or hulls. The work during the two summers mentioned, comprehending the supervision of all craft over fifteen tons carrying motive power, the condition of fire hose, life preservers, life boats, whistles, bells, and the counting of passengers, has not, with the exception of the counting, been continued this past season, why, I do not know. This work, when attempted here, was afterward taken up in many parts of the country along identical lines, and admittedly saved many lives.

"Such a tremendous crowd as Saturday certainly emphasizes in a way never shown before the great responsibility the Federal Government has taken on itself in assuming full charge of the protection of human life on all the waters of this great port, with neither the State nor the city authorities having any control of such matters. Such an immense crowd undoubtedly stimulates Congress into such a revision of the navigation laws as modern conditions demand, instead of depending on the old fashioned and outworn regulations we now have, all of which practically were enacted in the days of sailing ships.

"President Roosevelt's appointment nearly two years ago of a committee to revise these laws was a great step in the right direction, and New York city should use all its power, through its delegation in Congress, through its committee and maritime bodies, to hasten the day when this committee shall report and Congress thus receive the practical information to act with intelligence in passing such legislation as will thoroughly revise the navigation laws and bring them up to date.

"There should be created some permanent system of supervision for his port which should have the sufficient power and force of men that were employed during the summer of 1907-08, when the Surveyor had charge. Capt. Ira Harris, supervising inspector of steamboats from Maine to Georgia, has done remarkably good work in so large a field with the limited force at his command. There should be a far larger force constantly at work here all the year round, in a district in which there are at least 250,000 of all sizes more or less constantly in motion.

"At present with regard to the thousands of motor boats in this harbor there is not the jurisdiction that should be had. New legislation should bring them under control, specifying that no man not practically trained shall be allowed to operate

any boat of artificial motive power in these waters and that every boat, whether carrying passengers for hire or not, should be limited to its actual, not problematical, capacity.

Another instance where proper Federal supervision should be had is in the case of ferryboats in connection with overcrowding, life preservers and fire hose. No such control is now had. The vivid illustration of what might happen is shown in the collision of a ferryboat in Saturday's naval parade. This ferryboat is said often to carry 3,000 people, and it is reported that there were not found life preservers sufficient for a thousand persons following the collision.

HURT WHEN BOATS COLLIDED.

Second Death May Result From Ramming of Ferryboat Hopatcong.

Miss Edna Dolbeer of 10 Shepard avenue, East Orange, who was injured when the Lackawanna ferryboat Hopatcong was rammed by the Ward liner Seneca on Saturday night, is not expected to recover. She is in St. Mary's Hospital in Hoboken. She is injured about the back and spine and suffers from shock.

Her sister Ruth, whose arm was broken at the same time, is at the family home in East Orange.

The body of Miss Frances I. Stevens of 57 South Maple street, East Orange, who was killed in the accident, was sent from the morgue in Hoboken yesterday to the Stevens home.

Mrs. James C. Stevens of 42 North Fullerton avenue, Montclair, whose husband is a member of the firm of Stevens & Newcomb, 95 William street, New York, was with a party of friends on the upper deck of the boat when the collision occurred. The bow of the boat which crashed into the ferryboat passed so close to Mrs. Stevens that her dress was torn and she was knocked down. Her husband and son were thrown from their feet and became separated in the confusion.

Stevens finally found his wife lying almost unconscious under the wreckage. He found his son about the same time, and the young man and his father were fastening a life preserver about the semi-conscious woman, expecting that the ferryboat would sink, when members of the crew of the Seneca came to their aid and carried Mrs. Stevens aboard that vessel. Mrs. Stevens' body is covered with bruises and her face is badly cut.

Supt. J. M. Emery of the marine department of the Lackawanna said yesterday that Capt. Bead of the Hopatcong and Capt. William Noyes, who was with him in the wheel house at the time as assistant or wheelman, had reported that the Seneca not only violated the rules of the road as laid down for all times but was in the act of deliberately crossing the line of parade as laid down for the special occasion. Capt. Bead reported that in pursuance of the celebration regulations he was proceeding up the Jersey side of the river and that the lights of the steamship did not come into sight until she was close to the ferryboat. Capt. Bead said he signalled that the ferryboat would hold her course, but the Seneca paid no attention. He slowed down and was almost stopped when the crash occurred. Mr. Emery said both captains were among the most competent men in the employ of his company and had been selected for the excursion service because of that fact.

NAVY: Y. M. C. A. FOR NEWPORT.

Anonymous Donor Gives \$250,000 for Building for Training School Boys.

The army and navy committee of the Y. M. C. A. announces the gift from a donor, who stipulates that no name shall be given until later, of \$250,000 for the erection at Newport of an army and navy building similar to the one in Brooklyn. The committee says that the giver is a friend who is especially interested in the Newport field. Work is to be started at an early date.

There are 7,000 boys in the training school at Newport. These as well as all other enlisted men of the United States service at the station are to have the benefit of the building.

The committee has just leased the old Edward Everett homestead in Charlestown, Boston, and will at once open headquarters there. A new building is to be erected at the League Island Navy Yard and immediately afterward inspection is to be made in the Puget Sound and other Pacific Coast regions, it being felt that the Atlantic stations are well provided for, the next step is to take care of the Pacific side.

It was ten years ago that the army and navy work of the Y. M. C. A. had its beginning in the Spanish war. At the close of that conflict the committee sent a man to England to study the Western and other homes for enlisted men. So far advanced was the work there that the American committee felt that many years would be required to provide United States army and navy men with facilities. The American work was hardly under way when the Spanish war broke out.

Within these last seven years money to the amount of \$2,500,000 has been raised and by the committee put into buildings for the use of the American troops. Four large buildings have been erected, each as fine as those in England.

The total attendance in ten years of

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On Monday and Tuesday, September the 27th and 28th.

BLANKET DEPARTMENTS. In Both Stores.

Comfortables with novelty Swiss tops, finished with plain silk border, cotton filling. 3.25

White California Wool Blankets. Full size. 6.50 per pair

RUG DEPARTMENTS. In Both Stores.

Oriental and Domestic Rugs.

Extra quality Mahal, in assorted sizes. 98.00 to 230.00

unusual values

Caucasian and Shirvan Rugs, a choice assortment. Size 3 ft. 6 in. x 5 ft. 12.50

9 x 12 ft. extra quality Body Brussels and Seamless Velvet Rugs. A large variety of patterns. 22.50

usual prices 27.50 and 30.00

LINEN DEPARTMENTS. In Both Stores.

Decorative Table Linen.

A new importation of Madeira Luncheon Sets. 9.50 to 50.00 per set

Hemstitched Damask Sets (table cloth and one dozen napkins). Size of Table Cloths: 2 x 2, 2 x 2½, 2 x 3 and 2 x 3½ yds.

7.50, 9.50, 11.50 and 12.50 set

usual prices 9.50, 12.00, 14.50 and 15.50

Satin Damask Table Cloths and Napkins.

2 x 2 yards. 1.85 and 4.00

2 x 2½ yards. 2.35 " 4.75

2 x 3 yards. 2.75 " 5.75

2½ x 2½ yards. 3.15 " 6.50

Dinner Napkins to match. 2.85 and 5.50 per dozen

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Greenhut and Company Dry Goods

Men's Fall Neckwear at 55c

They are of selected silks in the newest fall designs and colorings. They are really 75c ties, and unusually good at that. They are just the effects that the most particular men will wear. They are only to be had at 55c

Main Floor—Greenhut and Company.

Men's \$1.50 New Fall Shirts Special, 95c

It's a fair comparison because these shirts are equal to any—better than some of the \$1.50 shirts exhibited in the good haberdashery shops up town.

Just think of it—at the very beginning of the season these shirts are priced at a third less than regular—ordinarily an end of the season price.

All new fresh merchandise—The shirts are made of printed madras and percale—a broad range of the newest patterns; pleated bosom; attached or detached cuffs. Value \$1.50; special today 95c

Main Floor—Greenhut and Co.

Sixth Avenue, 18th to 19th Street Store formerly occupied by B. Altman & Co.

enlisted men upon religious services has been almost 1,000,000, while those who attended entertainments were only about half that number. The committee has found, somewhat to its surprise, that so many soldiers and sailors regularly read their Bibles while in camp and at sea and want to report to somebody that they have done so that a correspondence department has had to be organized.

Glass Workers Organize.

The first union of sheet and plate glass glaziers, cutters and setters to be formed in New York was organized yesterday in Clinton Hall. There are 700 men in the trade in this city. One hundred and fifty members in the new body enrolled yesterday and decided to apply for a charter to the American Federation of Labor. An enrollment meeting will be held in a few days to get more members and officers will then be elected. The enrollment is preparatory to a general demand for higher wages and better working conditions to be enforced by a strike if it is refused.

J. Ends How Coming Back.

It was announced yesterday at the headquarters of the Committee for the Relief of the Unemployed at 44 Bowery that J. Ends How, chairman of the committee, who has been in England, Scotland and France, is returning by the Anchor Line steamer *Phonixia*, which sailed from Glasgow on Saturday. Preparations are being made by the unemployed to give him a reception at the pier. Chairman How has been invited to send a delegate representing the unemployed to the convention of the American Federation of Labor in Toronto next month.

AMUSEMENTS.

COLONIAL (Albion) The Bostonians. 4th St. Mat. Daily, 25c.

ALHAMBRA (Mabel Hite & Mike Donlin). 4th St. Mat. Daily, 25c.

5TH AVE. (Mabel Hite & Mike Donlin). 4th St. Mat. Daily, 25c.

EDEN WORLD IN WAX, GYPSY MUSIC. 4th St. Mat. Daily, 25c.

Hudson-Fulton Groups. 4th St. Mat. Daily, 25c.

Grand Theatricals. 4th St. Mat. Daily, 25c.

HAMMERSTEIN'S MARIE DRESSLER. 4th St. Mat. Daily, 25c.

MURRAY HILL THEATRE. 4th St. Mat. Daily, 25c.

HUBER'S. 4th St. Mat. Daily, 25c.

Killed Himself While Aiming a Blow at Another Man. 4th St. Mat. Daily, 25c.

BUFFALO, Sept. 26.—Hugo Schuman, 61 years old, who has a summer fishing shack on the lake shore about twelve miles from Buffalo, quarrelled to-day with Thomas Martin, 51 years old. Schuman aimed a blow at Martin with the butt of a shotgun. The shock of the blow released the hammer and charge of shot from both barrels tore through Schuman's abdomen, killing him instantly. Martin was not seriously hurt.



Up to Date

It would somewhat astonish our ancient Guests of Honor, whose achievements this town is celebrating just now, if they could see today in our stores the perfection to which we have brought the making of clothing.

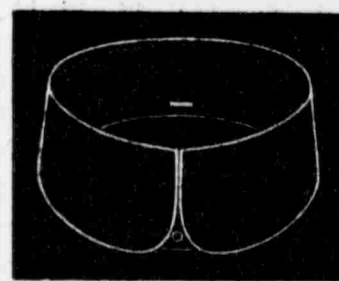
And the economy of it, too.

Suits and Overcoats, \$15 to \$45.

Browning, King & Co



Broadway, at Thirty-second Street
Cooper Square, opposite Fifth Street
Brooklyn: Fulton Street at DuKah



A Higher Graywood.

Makers of the famous E. & W. Collars and Shirts.

INWOOD

One of the many collars in the new Red-Man Brand that, because of superior fitting and wearing qualities, are rapidly displacing the older 2-for-25 cent brands

EARL & WILSON.

AMUSEMENTS.

AMERICA'S FOREMOST THEATRES AND HITS.

HIPPODROME 4th Ave. 44th St. Mat. Daily, 25c.

CASINO TO-NIGHT 8:15 4th Ave. 44th St. Mat. Daily, 25c.

LYRIC 4th Ave. 44th St. Mat. Daily, 25c.

BROADWAY THEATRE 4th Ave. 44th St. Mat. Daily, 25c.

THE MIDNIGHT SONS 4th Ave. 44th St. Mat. Daily, 25c.

COMEDY 4th Ave. 44th St. Mat. Daily, 25c.

MAJESTIC 4th Ave. 44th St. Mat. Daily, 25c.

WHITE STAR 4th Ave. 44th St. Mat. Daily, 25c.

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Everything ready for tomorrow's marchers and lookers.

"Pedestrian" shoes—specially designed for comfortable walking, \$5.

"Double" shoes—same comfortable last, but made with double thickness of water-proof leather throughout, \$5.50.

"Cushion" shoes—with elastic felt cushion insoles, for men who stand on the stands, \$5.